

THE Pacific Commercial Advertiser

A MORNING PAPER.

RODERICK O. MATHESON EDITOR
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THE GRAFT CHARGES.

There is much the public would like to know in regard to the more or less vague charges of graft in circulation concerning the police department. We say more or less vague because as yet no one has stepped into the position of target for the mud batteries of those ever ready to defend graft and everything that looks like graft. That there are those who claim to be able to furnish information The Advertiser knows and, we believe, the county attorney also knows. We believe, as well, that the sheriff knows.

These officials are in a better position than The Advertiser to secure the evidence of the truth or falsity of the reports in circulation. It is their business to secure it, while it is no part of the duty of this paper to do detective service for the public unless the authorities will not or can not do it.

If the county attorney can not get any evidence of irregularities in the conduct of the detective force during the past few months, however, and if the facilities of the county attorney's office are inadequate for the task, The Advertiser will furnish the names of several from whom information may be obtained.

Be it understood, however, that The Advertiser is making no charges against either Jarrett or Leal. Charges have been made against both of them. Those against Jarrett came from one intimately connected with the county attorney's office; those against Leal come from those who claim to have been victimized by him and from police officers and others who say they have first-hand knowledge of the transactions.

These charges are in circulation. As matters of news they appeared in The Advertiser. How much foundation there may be in the reports it is not for The Advertiser to say. That is for the authorities to learn. They have men on the public payroll for that purpose.

Speaking for itself, The Advertiser does not believe that investigation will show the sheriff to be implicated in any grafting, however blind he may have been to the doings of others. Enough has been said about him, however, to justify him in asking for an investigation.

ARGUMENT FOR SHIP SUBSIDY.

Last week The Advertiser published a statement compiled by Captain Dollar, of San Francisco, for the San Francisco Commercial News, showing the burden under which the American merchant marine labors in competition with the mercantile vessels of other flags. The statement was a plain one and one of facts, the figures quoted being taken from the books of his company.

Captain Dollars is neither a dreamer nor a theorist. He is a man whose experience and large grasp of affairs have unavoidably equipped him well for a leading part in the discussion, which means so much to the future of our trade with foreign countries in time of peace and to the dignity and the effectiveness of our Navy in time of war.

In the preparation of the article, Captain Dollar has sought to be so precise and open, as to facts presented, that no one may hope to controvert any of his statements.

It will be noted that three divisions of the merchant marine are dealt with—passenger and mail steamers, purely cargo steamers, and coastwise vessels. In the foreign mail and passenger service, a bounty or subsidy is urged, as the only possible means of overcoming the serious disadvantages under which the American steamer must labor in attempting to compete with the foreign steamer.

Captain Dollar shows that the enormously greater cost of the American steamer, built in this country, is such as to introduce a serious interest problem at the very outset. It costs, for instance, \$560,000 to build a 7000-ton steamer on the Coast, and about \$225,500 to build the same steamer abroad. Figured at six per cent, this would mean an initial advantage of something more than \$19,000 per annum for the foreign steamer over the American vessel built on the Coast.

This alone would preclude the idea of successful competition on the part of the American vessel in the foreign trade. But that is not the only unjust handicap imposed upon our merchant marine. Because of the activity and insistence of the representatives of certain well-organized labor interests, congress has added very materially to the embarrassments of the American vessel by various enactments regulating crews, equipment, etc.

Captain Dollar shows that on account of this there is a difference in cost of wages and board on an American steamer of 5000 tons and of the same item on board a British 7000-ton steamer of about \$17,000 per annum in favor of the larger foreign vessel.

Combining the two items gives a total difference of \$36,186.41 per annum in favor of the larger British steamer compared with an American steamer.

Having placed these needless, crushing burdens upon our American merchant marine, and having thereby practically driven it off the seas, what is the plain course indicated by the conditions set forth clearly by Captain Dollar if it be genuinely desired to rehabilitate this indispensable factor in the growth and prowess of the United States?

Clearly this: either to repeal all legislation that has contributed to the suppression of the merchant marine—or to compensate the American shipowner for the unwarrantable burdens that have been placed upon his property thus making it impossible for him to profitably pursue his business.

There is not much prospect of any change in legislation affecting crew and equipment.

Therefore the only thing that can be done in justice to aid in restoring the American merchant marine is to treat it with at least as much consideration as has been shown for other American industries that have been made what they are by the tariff and other fostering legislation.

There are two courses open to congress if it seeks to restore our merchant marine.

A bounty for mail and passenger steamers engaged in the foreign carrying trade and the right to buy vessels wherever they may be had upon the best terms.

The principle of calling on the whole people to aid in building up our industries, has become so well defined and generally accepted a feature of our commercial development, that its application should be made as impartially and as effectively as possible.

It should be remembered that the permanent conquest of foreign trade by our manufacturers, who are carefully aided and protected, may only be brought about by the cooperation of the American merchant marine, which we have done everything possible to discourage.

Not alone that; the wonderful round-the-world cruise of our Navy demonstrated that we were dependent upon foreign colliers to provide it with fuel.

What would we do in time of war?

Shall we not profit by the timely lesson?

How can we provide against such a condition?

Plainly by restoring the American merchant marine to its rightful place upon the seas.

It is wisdom, it is common sense, it is justice, it is the highest patriotism to do it.

Published commendations of an assassin, if made on the mainland by a foreigner, would result in the author of the commendations being summarily deported or arrested as a dangerous person. The fact that the ones now in Honolulu lauding an unknown murderer are Koreans should not absolve them from the same fate here. Some of the Japanese went the limit of audacity in applauding a recent attempt at assassination; now the Koreans from a safe distance applauded a cowardly murder of an old man. It will be remembered how gratified these same Honolulu Koreans declared themselves when Stevens was murdered in San Francisco and the threats they made afterwards to punish Bishop Harris in the same murderous way for statements made by him in Honolulu.

The Star says that Mayor Fern is incompetent and that incompetency is worse than graft. While we can not quite agree with the conclusion, we thoroughly agree with the premise. Mayor Fern is incompetent and his vetoing of the Milk Ordinance is proof of it. We desire to heartily agree with the Star also in its remark that "intelligent and respectable citizens should take more interest than they do in municipal legislation." If the intelligent and respectable persons of the city would attend the meetings of the board of supervisors in relays it would undoubtedly result in some very radical changes.

Back of the resolution adopted by the bar association yesterday endorsing Judge Dole for reappointment is the unanimous endorsement of the community.

No man stands higher in the regard of the people of Honolulu and the Territory as a whole than the incumbent of the first federal judgeship. That no dissenting voice was raised against his endorsement by the bar association was only remarkable from the fact that probably for no other one man could such a thing be possible.

In justice to Mr. Minvielle, until a few months ago the Porto Rican officer on the detective force, it is fair to state that he is not the officer alleged to be implicated in the various graft charges in circulation.

COMMISSIONERS ACKNOWLEDGED

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the proposition whether we should attempt to get a ruling to the contrary from a jury as against the rulings that would probably be made by the courts, and all of us were of one opinion, and the officials of the brewery also, that we did not want to occupy any such position. The officials of the brewery informed us if it was our view that that would be the position taken by the courts, they were perfectly willing to discontinue all such Sunday deliveries, that is, all deliveries of beer on Sunday from the cold storage as long as the present license commissioners maintained the present rules and regulations in regard to sales and delivery of beer on Sunday.

"We have so intimated to the attorney-general that the brewery will undertake to see that there are no such deliveries on Sunday and to bring itself into accord with the ruling of the department and the ruling that probably will be sustained by the judges of the court."

WILL HASTEN NEW BUILDING

(Continued From Page One.)

buildings of the class which it is proposed shall be built.

The directors instructed the site committee to use every possible effort to secure the lot at present occupied by the library, this to be added to the other lots Ewa of the library. It is stated that it is very probable that the efforts of the committee will be successful.

The board also voted to invite John R. Mott, chairman of the international committee of the Y. M. C. A., to come to Honolulu to assist in the laying of the cornerstone. Mr. Mott is a national figure, and has been in Honolulu several times before.

The membership of the Y. M. C. A. was last night increased by 175, that number of new members being voted in. This brings the total membership up beyond the 600 mark.

Secretary Super states that there are now 163 different persons enrolled in the night classes. Some of them are in more than one class, the total enrollment of all classes being 202.

"May I ask you a question?" "Sure, stranger." "Why is everybody in the section mixed up in a feud?" "Well, nobody keeps to take chances on being an innocent bystander."—Louisville Courier-Journal.

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NOTICE.

THE BISHOP TRUST COMPANY, LIMITED, beg to announce that on January 1, 1910, they will open a Ladies' Department in connection with their Trust business, where ladies desirous of saving money, or with property interests, or funds to invest, may call or correspond and receive advice as to opening a bank account, putting their funds out at interest, buying real estate, stocks or bonds, or investing in any other class of security. Under the laws of the Territory a woman can hold property in her own right.

The Bishop Trust Company feel that they have been fortunate in securing for this Department the services of Miss J. T. McIntyre, who is well known to the business community of Honolulu as the manager for eight years past of Bishop & Company's Savings Bank. Miss McIntyre will have an office in the Bishop Trust Company's building on Bethel street, where she will be found daily from 9 to 12, after the 1st of January.

All accounts and transactions strictly confidential. S488

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